



# Temporary Traffic Management Handbook

TfL Lane Rental Industry Publication



# Introduction

London's road network has changed in recent years, with far more people choosing to travel on foot, by cycle or bus.

The Mayor's Transport Strategy seeks to further promote active travel under the Healthy Streets approach and in conjunction with Vision Zero; the belief that no death or serious injury on London's transport network is acceptable or inevitable, setting a target to eliminate all deaths and serious injuries from London's transport by 2041

The purpose of the Handbook was to assist with these strategies and fill a knowledge gap in design guidance to improve works in London, furthering consistency in design and assessment to ensure provisions for vulnerable road users are robust, while reducing the time to agree working arrangements.

The London Cycling Design Standards (LCDS) contained a draft appendix called Cyclists at Roadworks which aimed to promote the design benefits outlined in the main LCDS document into a temporary situation. It was this that provided the catalyst to seek to address gaps within national guidance relating to cyclists at temporary works. However, early discussions highlighted the need for a more extensive and comprehensive body of work cover all aspects of traffic management, as it is necessary to address all road users when seeking to design works sites.



The handbook set out to target anyone involved with managing or influencing traffic management design, including traffic management designers, works promoters, contractors, project managers, assessors and inspectors. A thorough assessment was therefore required of all existing guidance and legislation pertaining to traffic management. In total, an excess of 70 documents were reviewed and assessed, both externally to TfL and internal documents and publications. Upon reviewing and assessing the available information, the project was scoped to identify the subject matter to be covered and the area's most designers and assessors struggled to resolve.

A working group was established with attendees from across TfL departments and contained representatives from the DfT, The Metropolitan Police Service and utility representatives.

The Handbook was released in draft stages to enable the guidance to be used as it was created and enable practitioners to benefit from the advice as soon as it was available. A key stage was to consult with stakeholders for their input into the pedestrian and cycling sections and feedback was sought from London boroughs, the Met Police, campaign groups, the DfT and industry associations.

The final published handbook is published on the TfL website and an email address is available to the community for continual feedback to help the future editions of the guidance to ensure the advice is relevant and up-to-date.



## The Project



## Outcomes

The Handbook has just been published so the full outcomes will be realised over the next 12 months. From this point forward, designers can understand what TfL are seeking in terms of managing road users on the TLRN and assessors can improve the consistency in their assessments as they have a single reference document which clarifies the organisations position on various criteria affecting the design.






## Lessons Learnt

Consultation is the key to delivering a document that is relevant and useful. In future there could be additional benefits realised by publishing the work due to be undertaken more extensively giving greater potential for engagement from the relevant stakeholders.

It is recommended that the document is reviewed bi-annually so that the handbook remains relevant, accurate and up-to-date; aligning with changes in process, operational methods of working and other nationally produced guidance.



## Conclusion/ Recommendations

# TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks



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